

REMARKS

Claims 6 through 20 have been amended to correct the informalities noted by the Examiner.

The Examiner rejected Claims 1-5 under 35 U.S.C. 102(b) as being anticipated by the UPS Press Release 1 reference. The Examiner also rejected Claims 6-20 under 35 U.S.C. 103(a) as being obvious in view of the Bowman reference. These rejections are respectfully traversed.

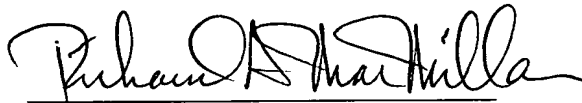
Independent Claim 1 defines the invention as a computerized system for selecting a cargo carrier and arranging transportation for cargo. The system includes a host computer system having access to data of each of a plurality of cargo carriers, wherein the data represents cargo transportation options available from each of the cargo carriers. Internet access means is provided for connecting the host computer system to a user. A means is provided in the host computer system for prompting the user for and receiving from the user information concerning cargo to be transported and transportation preferences. Lastly, a means is provided in the host computer system for comparing the user information with the available cargo transportation options and sending to the user at least one of the available cargo transportation options best matching the user information.

Independent Claim 6 defines the invention as a method for arranging for cargo transportation by a selected cargo carrier. Initially, a host computer system is provided. Then, the cargo carrier computer systems of a plurality of marine, air, and land cargo carriers are linked to the host computer system, each cargo carrier computer system having data representing cargo transportation options available from the associated cargo carrier including departure, arrival and space availability information. The host computer system is accessed through an internet connection, and information from a user is transmitted to the host computer system about cargo that is to be transported and transportation preferences. The host computer system compares the user information and the available cargo transportation options and sends to the user at least one of the available cargo transportation options best matching the user information. Independent Claim 13 defines the invention in a similar manner.

Thus, it can be seen that the independent claims each relate to a system wherein the host computer obtains the cargo transportation option data from a plurality of cargo carriers and interacts with the user. Only when the user has selected one of the available cargo transportation options does the host computer book the transportation with the selected carrier.

Neither of the cited references show or suggest the claimed structure or method. Rather, each of the cited references disclose a computer system that permits users to directly communicate with UPS for booking package delivery services. The disclosed systems do not permit the user access to the data of other carriers or provide the ability to select a specific transport mode (marine, air or land) as recited in the claims. The UPS system simply provides computer access to the UPS published rates and service levels (e.g., morning or afternoon delivery, Saturday delivery, and next day delivery) to order package delivery by UPS. Thus, the cited references do not show or suggest the claimed computerized system for selecting a cargo carrier and arranging transportation for cargo through a host computer system. The Bowman reference provides no detail other than to state that a PC-based software package is under development to automate shipping transactions "including booking, bill of lading and cargo status". There is no indication as to whether the software generates bill of lading information that is provided to a user via a host computer system and the Internet as defined by Applicant's rewritten claims. Thus, the invention as currently claimed is clearly patentable over the cited references.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Richard S. MacMillan", written over a horizontal line.

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